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the fact that the Industrial Revolution has in numerous industries progressed slowly and is not yet complete.

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#### NEW BOOKS

JUDGE, A. I., editor. *A history of the canning industry.* (Baltimore: The Canning Trade. 1914. Pp. 162.)

KEMPKENS, D. H. J. *Die Ruhrhäfen, ihre Industrie und ihr Handel.* (Bonn: Marcus & Webers. 1914. 5.60 M.)

LEPSIUS, B. *Deutschlands chemische Industrie 1888-1913.* (Berlin: Stilke. 1914. Pp. 107. 1.50 M.)

*Proceedings of the twenty-seventh annual convention of the United Typothetae and Franklin Clubs of America.* (S. Evans Clark, secretary, Chicago. 1913. Pp. 250.)

*Production and use of denatured alcohol in principal countries.* Special agents series, 77. (Washington: Department of Commerce. 1914. Pp. 32.)

#### Transportation and Communication

*British Railways, a Financial and Commercial Survey.* By W. R. LAWSON. (New York: D. Van Nostrand Co. 1914. Pp. xxxii, 320. \$2.00.)

As chairman of the Railway Shareholders' Association, Mr. Lawson has an intimate knowledge of his subject, which he presents in a lively and interesting way. The book is divided into twenty-seven chapters grouped in six divisions, financial, historical, technical, commercial, administrative, and political. The financial treatment consists of an analysis of the cost of construction and the operations of railways as measured by passenger, tonnage, and train-mile statistics, followed by discussions of gross and net revenues, and of the nature of British railway accounts and statistics. The historical part gives most attention to pre-railway and early railway conditions, but includes chapters on electric railways and London traffic. The technical part considers various matters in connection with the goods and passenger services, a great deal of emphasis being laid, by way of criticism, upon the system of collecting and delivering goods and the confusion of passenger rates.

In the commercial section, Mr. Lawson discusses rate theory and practice, with especial attention to exceptional rates and services,

competitive and long and short haul rates. Under administration he reviews the railway directorate as to its composition, and then the executive and working staffs. Mr. Lawson deprecates the "side shows" so characteristic of English railways, such as railway hotels, harbors and docks, engine and carbuilding works. He criticises vigorously the anomalous position of the passenger staff. He believes the position of the working forces is a favored one; but that labor's attitude toward the railway management is selfish and, in a measure, hostile.

Finally, under political relations, the author lays stress upon the present "deadlock" between traders and trade unions; railways have little power left to adapt themselves to circumstances. He discusses the burden of taxes imposed by the local rating authorities and the opposition of the local councils to railway improvement schemes; and devotes the last two chapters to state control and nationalization. Not looking forward with any enthusiasm to state management, Mr. Lawson does not seem to be alarmed by the prospect of it; though if it comes he insists that it must be carried on by an autonomous department.

The book is a frank exposition of British railway problems from the point of view of the railway shareholder. Ranging as it does over so many topics, its discussion of any individual one is necessarily of a limited and, in places, somewhat superficial character. There are inaccuracies as well as loose or incomplete statements that amount to inaccuracies, so far as the impression that they leave on the mind of the reader is concerned. Emphasis is laid upon the fact that goods trains carry only  $3\frac{1}{3}$  tons per train-mile, but the author fails to point out to the reader that this does not represent average train loading; 600 tons carried by a train over a distance of 180 miles would produce exactly this average. In another place he speaks of American special rates for 5-ton lots and train-load lots. American carload rates are based upon minimum carload weights, usually varying from 20,000 to 30,000 lbs., though some run higher, and train-load rates are unknown. The statements with reference to demurrage and reconsignment practices in America are highly misleading; also the assertion that the industrial sidings put up by American factories and warehouses enable them to escape terminal charges. The same rate per 100 lbs. applies whether the shipper unloads on the team track or on his own siding. The Interstate Commerce Commission would hardly be satisfied to have itself represented as

asking that the rate-making power be handed over to it. In another place the author quotes, without demur, a statement implying that American railways must have all of their rates passed on by the Interstate Commerce Commission before change is made. All changes have to be filed with the commission, but not passed upon, surely.

Mr. Lawson's idea of the scope of the work of the American express companies is more than a trifle vague. He would have us understand that all of the parcel traffic and, indeed, to a large extent, the heavy traffic is in the hands of the express companies, whose financial obligation to the railways is in the form of a car-mileage charge (!) Occasionally, in dealing with home matters, the author is found tripping. It is news to learn that the Liverpool and Manchester Railway was opened in 1826. It is surprising to have Mr. Ackworth held up as an exponent of the cost-of-service theory.

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#### NEW BOOKS

CHANDLER, W. H. *The express service and rates.* (Chicago: LaSalle Extension University. 1914. Pp. 340.)

CHANDLER, W. H. *Merchants' parcel post and express guide.* (New York: The author, 233 Broadway. Pp. 310. \$3.50.)

COLSON, M. *Railway rates and traffic.* Translated from the French. (London: Bell. 1914.)

ENOCH, C. R. *The Panama canal.* (London: Collins. 1914.)

GUCKENMUSZ, F. *Die Unterstützung der französischen Handelsmarine durch Prämien.* (Hamburg: L. Friederichsen & Co. 1914. Pp. iv, 233.)

KENNA, E. D. *Railway misrule.* (New York: Duffield. 1914. Pp. xii, 163. \$1.25.)

KILLIK, S. H. M. *Manual of Argentine railways for 1914.* (London: Effingham Wilson. 2s. 6d.)

KIRKALDY, A. W. *British shipping, its history, organization and improvements.* (London: Kegan Paul. 1914. 6s.)

KLEEMANN, K. *Die Sozialpolitik der Reichs- Post- und Telegraphenverwaltung gegenüber ihren Beamten, Unterbeamten und Arbeitern.* Abhandlungen des staatswissenschaftlichen Seminars zu Jena, XIV, 1. (Jena: Fischer. 1914. Pp. vi, 253. 6 M.)

VON DER LEYEN, A. *Die Eisenbahnpolitik des Fürsten Bismarck.* (Berlin: Springer. 1914. Pp. xii, 256. 6 M.)